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report on Soviet and Hungarian ship construction

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the three Russian ships OLEG KOCHEROV, SERGUEY TYOULENINE and IVAN ZEMNOUKHOV had been built at the Limenda factory and not in Hungary.

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1. This opinion seems to be based solely on the resemblance of the names of the ships.

These three names are among the names of the ships most frequently used in USSR since the war. Up until now there have been identified:

- 7 ships OLEG KOCHEROV
- 5 ships SERGUEY TYOULENINE
- 4 ships IVAN ZEMNOUKHOV

2. The Limenda Factory of Construction and Repair of ships (on the Vytchegda in the river system of the northern Dvina) belongs to the Ministry of the River Fleet. Up to now it is not ascertained that the industrial enterprises of the River Fleet construct ships for the other Soviet ministries.

The identified production of the Limenda Factory gives no justification to the supposition that it includes maritime ships or ships of a gross tonnage up to 1200 tons.

The following facts are known about the Limenda Factory:

Planned production under the Five Year plan 1946-1950: 18 steam tug-boats and screw-propelled (remorqueurs a vapeur)

In 1946-47: 10 steam tug-boats (remorqueurs a vapeur et a helices) of a strength of 200 hp (the last two tug-boats were delivered in 1948).

In 1949: Several motor tug boats of a strength of 300 hp (the same as in 1948?) and three metal hulls of passenger ships for the "Northern River Navigation Company.

In 1948: 11 motor and screw-propelled tug-boats of a strength of 300 hp. (The last was delivered in the spring of 1949.)

In 1950: The factory must construct a series of steam boats with paddle wheels of 200 hp. Newspaper of 27 June 1950. The Factory built and delivered to the Company of River Navigation of the North, the tug boat of 200 hp OLEG KOCHEROV (newspaper of 3 October 1950). Soon the steamboats IVAN ZEMNOUKHOV and SERGUEY TYOULENINE will be delivered (newspaper 3 October 1950).

3. Information concerning the construction of maritime ships in Hungary for the USSR is so plentiful that the fact cannot be doubted.

a. The following examples are in the information bulletins "Marine" and "Economique." The dates are those of the facts.

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<u>Date</u>	<u>Information</u>	50X1-HUM
21/7/47	GANZ Naval Shipyard: The biggest ship built since the war in Hungary, 2300 tons, has just been launched. 4 motors of 400 hp each. To be delivered to USSR 82 m length. Named TSCHISTIRU. (Note of 21/4. It is possible that this is TCHIATOURI, a mixed cargo diesel electric, which was first identified the 11/7/47 when it was near Budapest).	
end 2/48	GANZ Naval Shipyard: The shipyard is making on the assembly line a type of ship of 2600 tons able to go to sea. The actual rate of production is one ship every 24 days.	
10/2/48	GANZ Naval Shipyard: The motor ship LIVADIYA was launched 10/2/48 and delivered the 18/8/48. It is the sixth boat in a series built by the shipyard.	
9/48	GANZ Naval Shipyard: The new machine for mounting (halls de montage) will permit the construction of 6 ships a year.	
end 11/48	GANZ Naval Shipyard: The shipyard has received orders from the USSR for the construction of 7 ships able to navigate on the Danube and on the sea. The delivery will be during the year 1949.	
4/49	GANZ Naval Shipyard: During the years 1945-48, the shipyard built in all 6 ships for the high seas, but 2 of these ships had been almost finished at the end of 1944. 3 ships out of the 6 had been delivered to the Russians for reparations, 3 are attributed to the MESZHART.	
4/49	GANZ Naval Shipyard: The 7th and 8th Ships are in construction since the war.	
7/49	In Hungary, 2 ships of 1200 tons, which had been damaged during the war, had been delivered to the USSR for reparations.	
----	At Budapest another ship of 1200 tons and 4 meters draft is in construction. This ship, which would have been reinforced for navigation in the ice, must have been taken to Braila, where its superstructures would have been finished. It would be destined for Vladivostok.	
3/4/50	GANZ Naval Shipyard: 4 cargo ships of 1200 tons are in the shipyard. 20 cargo ships like these which are in the shipyard and included in this figure, must be being built for the Russians.	

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<u>Date</u>	<u>Information</u>
22/9/50	Hungary delivered 17 ocean-going ships of 1100 tons to the Russians. These ships have two motors of 400 hp each. They would be reinforced for ice navigation. From January to May, Hungary built 6; it hopes to finish 5 from now to the end of the year.
10/11/50	<p>GANZ Naval Shipyard: Since the orders received from the Soviets there is being constructed simultaneously, four at a time, ships of 5500 tons. The ships are furnished with Diesel engines of 800 hp. They will be delivered without the construction of the ship's bridge. This latter will be mounted by the shipyards of Galatz or of Braila.</p> <p>The capacity of construction in 1949 was 3 ships in 4 months. Since December 1949, this production has augmented to 4 ships in 4 months. The construction of these ships is made at an accelerated pace.</p> <p>Of the 12 ships built in 1949, the Soviets received 10 as reparitions and 2 have been entered in the service of the MESZHART.</p> <p>Of the production of 1950, 12 ships have already been delivered to the Soviets, the others in construction probably will be.</p>
3/51	GANZ Naval Shipyard: The Shipyard has just launched the hull 25. There are in the docks hulls nos. 22, 23, 24, 25 and hull no. 21 has been launched (The hulls were numbered starting with #1 after the war). These are ships of 1100 tons built according to Russian directives, to serve in deep water, with double bottoms and ice crushers, of which 13 out of 36 have already been delivered.
4/51	<p>State of maritime construction at Budapest for Russia since summer 1950. The figures given, above all when a gap of 2 to 5 months exists between two observations, surely constitute a minimum.</p> <p>September 1950:</p> <ul style="list-style-type: none"><li>1 ship of 4000 tons was delivered in June.</li><li>2 ships of 4000 tons are in construction.</li><li>4 ships of 1300 tons are in construction.</li></ul>

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November 1950:

2 ships of 1400 tons are delivered  
4 ships of 1400 tons are in construction

February 1951:

1 ship of 4000 tons is finished

April 1951:

2 ships of 4000 tons are in construction.

It is quite evident that Hungary is one of the most important among the countries that construct ships for the Soviet Merchant Marine and that the center of this production is in the region of Budapest. It is very probable that the GANZ Naval Shipyard (which is located at Ujpest, near Budapest) builds most, if not all, of these ships.

The production of ships of the GANZ Naval Shipyard according to the uncompleted documentation of 21/4:

In 1945-48:

The Shipyard delivered to the Russians six ships built after the war:

1. SIMEIZ
2. KOREIZ
3. DON
4. TISZA (The names of this ship were evidently changed by the Russians).
5. ?
6. LIVADIYA

It is possible that in addition to these ships, the shipyard delivered another 2 or 3 ships (cargo), of about the same class as the six ships above.

The "5th ship" and the "2 or 3 other cargo ships" might be found among the following Soviet motor cargo ships:

MASSANDRA  
KAL'MIOUS  
TCHIATOURI  
IRTYCH  
DOUNAY

In 1949-51:

It is supposed that the six ships (in addition to the "2 or 3 others") of the years 1945-48 had been built according to the purely Hungarian plans, but that in the construction beginning with 1949 the plans had been largely influenced by the Soviet modifications. It should be noted that the ships of the construction 1949-51 were (all?) sent to the Far East.

Among the Soviet Ships which have been transferred from the Black Sea

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to the Far East since 1949, are the following, of which, it is believed, were all built in Hungary and belonged to the same class (motor cargoes of 1200 tons):

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CHEVIZOVA, LYUBOV' cargos  
 TEL'NOVSK  
 GROMOVA, OUL'YANA (motor  
 OUGLEGORSK (cargos  
  
 NEVEL'SK (motor  
 KORSAKOV (cargos

KRASNOGORSK motor  
 LESOGORSK cargos  
 of 1207  
 tons

GORNOZAVODSK motor  
 RYBNOVSK ships of  
 1207 tons

TYOULENINE, SERGUEY motor  
 ZEMNOUKHOV, I VAN cargo of  
 KOICHEVOY, OLEG 1207 tons  
 KOURIL'SK  
 OKHA

BORODINE motor  
 MOUSORGSKY cargos of  
 1216 tons

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